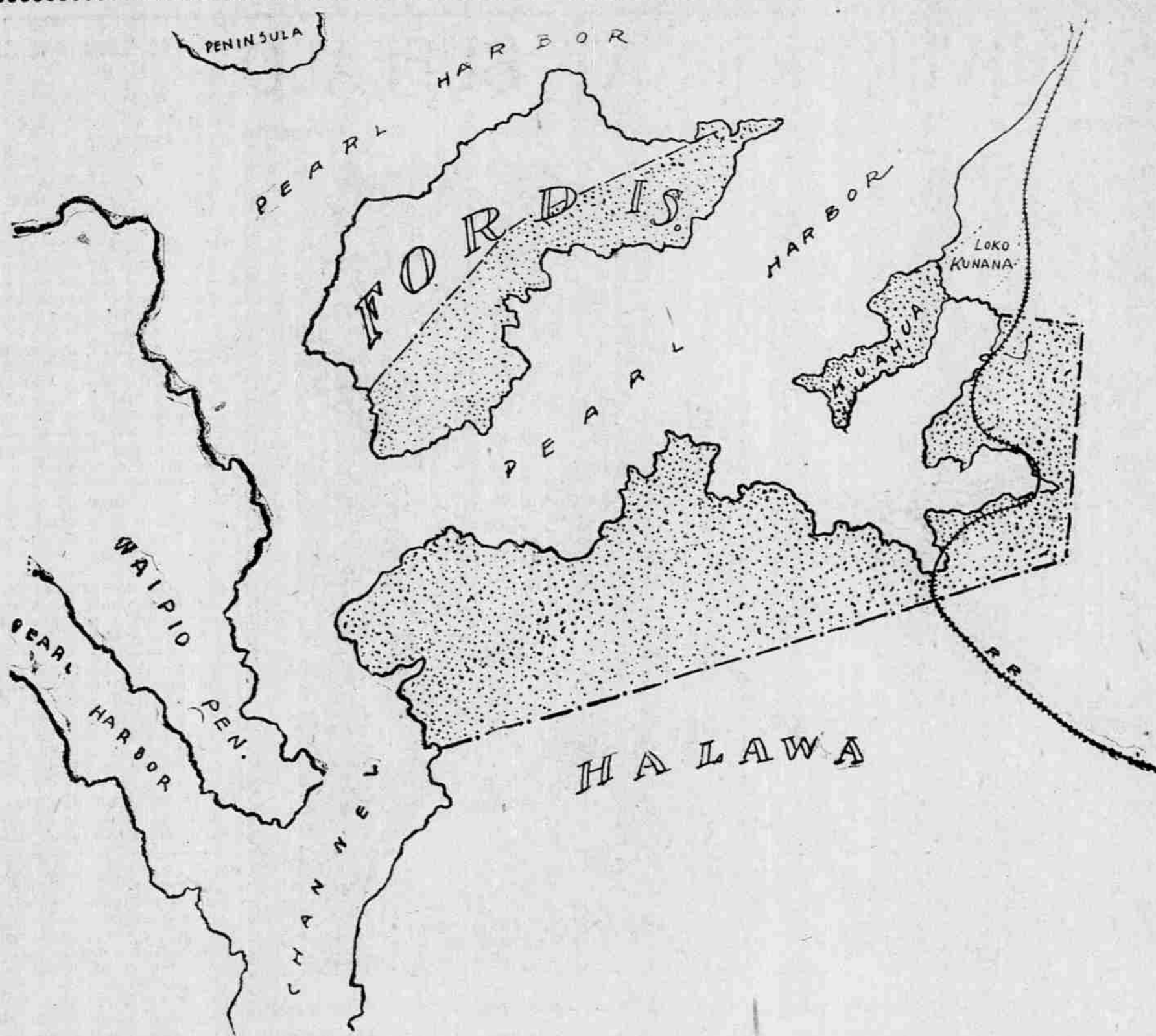


NEWS OF THE WATERFRONT.



SITE OF THE NAVAL RESERVATION.

(The dotted lines show the property which the United States Government will try and get through a condemnation suit.)

THE talk on the waterfront yesterday was the Pearl Harbor naval reservation and the proceedings which are about to be taken to condemn the necessary lands. The news of the arrival here of instructions for the United States District Attorney to bring the matter into court, and that of the site selections, were published exclusively in yesterday's Advertiser.

Many and varied were the opinions offered by old-time waterfronters, as well as recent comers on the beach. Each one wanted to know if the other was interested in the desired land, and all wished that they were the possessors of a few choice lots near the proposed naval reservation.

"Now's the time to buy land in Pearl City," said one kamaaina.

"What for?" asked another, "speculation?"

"Speculation, nothing. It's a cinch, I tell you. Just wait 'till they get to mounting the big guns down there on Ford's island and piling up shells big enough to take a ride in. You won't have to wait that long, either. When you see the palatial residence of the commandant going up and the great machine shop getting down to work and the foundry sending up smoke to beat the band, that's when land in Pearl City will come in handy against a rainy day. The population of Pearl City will be doubled twice over. The fellow who has land there will then be putting up rows of cottages with electric lights, plumbing and all other modern improvements. Why, I can see them now, nice little homes with banana trees and young cocoanuts in the 20x12 front yards. And the machinists and carpenters and ironworkers and other hard working chaps, hundreds and hundreds of them, who will find employment at Uncle Sam's stronghold in Pearl Harbor will have money to spend, ten million dollars in ten years, they say, and there will be built stores and barber shops and—and—and saloons and a theater, maybe; just think of a theater at Pearl City. I tell you this Pearl Harbor business is a big thing for Honolulu, too."

It was rumored in town yesterday that perhaps the condemnation proceedings for the land at Pearl Harbor would not be necessary, as the land owners might possibly come to favorable terms with the Government without the matter going to court.

The shaded portion of the above map indicates the land desired by the United States for its naval reservation. The lower tract, comprising about 590 acres, belong, chiefly, to the Bishop estate. The upper tract is the property of the H. estate. Kuahua island lies to the right, between the two above tracts of land. In the lower left hand corner of the map the approach to the mouth of the channel is indicated.

War on the Waterfront.

There is war on the waterfront again. Once more there is a clash between the Sailors' Union and the shipping masters.

Yesterday a number of the former undertook to chastise a well-known shipping master on Queen street. The latter executed a pretty foot race down the street and into a chandler's office. The union men were placed under arrest.

This war of the sailor-shiping interests is always going on along the front. It is only now and then, however, that enough of a fuss occurs to attract the attention of any but the men in the business.

The union men claim that no one has a right to supply captains with crews outside of the union, and the shipping masters or boarding masters or crimps claim that they have as good a right as any to do the business.

The systems employed by the shipping masters and the union men are about the same. Both parties play the game with about the same amount of indifference to law and order, and neither loses any money in the handling of the generally ignorant and easily-manipulated sailorman.

Oscar C. Lewis, of the firm of Turk & Lewis, was the man attacked by the union on Queen street yesterday. Turk & Lewis have been very successful in winning the business of the skippers in this port, and, at the same time, the hatred of the union men. The heavenly twins are men of large and many parts, are diplomatic and possess a tact that insures their success in the handling of sailors. The union men, as has been shown by various of their performances on the waterfront, are crude in their methods, and undertake to dictate to skippers what they shall do. A good skipper is his own boss, and will be commanded by no man. Hence the success of Lewis & Turk.

These workers succeeded in supplying the ship Louisiana and other vessels with crews, despite the efforts of the union men. This made the union men very angry—they were sore.

Lewis & Turk, according to their statements, were warned by the union sailors to look out for trouble. Yesterday afternoon some of the threatened trouble came. Lewis was on Queen street, when eight men of the Sailors' Union jumped him. Lewis did not relish fighting the crowd, so he took to his heels.

Later the police arrested the eight sailors on a charge of assault and battery, sworn to by Lewis.

Turk was not with his partner when Lewis was jumped by the eight men. The two shipping masters say that the union men have warned them that their lives are in danger as long as they continue to buck against the union.

The names of the men arrested are as follows: A. Neilson, A. Wallace, Charles Sanders, Alf. Anderson, J. Dalzell, A. Lambert, G. Nelson and F. Lawson.

Speculating Not Active.

Speculation on the overdue vessels attracts little attention. On the British ship Manchester, out 286 days from Yokohama for New York; the ship Aladdin, out 149 days from Java for Sydney; and the American ship John McDonald, out 261 days from Baltimore for San Francisco, 90 per cent is offered. The ship Linwood, out 204 days from Manila for New York, is quoted at 65 per cent, and 10 per cent is offered for the ship Beacon Rock, out eighty days from Talcahuano for Wellington, New Zealand. Two years ago, it is remembered in shipping circles the Beacon Rock was bound from Port Pirie for New Zealand, and, after having failed to arrive within a reasonable period, was placed on the overdue list and quoted at 50 per cent. The ship was finally heard from at Talcahuano on the South American coast, having been blown clear across the South Pacific by adverse winds.

A Skipper's Good Luck.

Captain Balcom, a well known sealer of the northern coast, has arrived at Victoria with skins worth \$20,000. A year ago Captain Balcom, having amassed a small fortune in the business, went East and bought an English built schooner named the Edward Roy and started in her for the coast. He found sealing good in the vicinity of Falkland Islands, and remained there until he had taken 1,600 skins. He lost a man of his crew while off Cape Horn. Reports have been received that the sealer Borealis has taken 1880 skins on the Japanese coast, and the Aurora has been reported with 1,400 skins.

Shipping Notes.

The Occidental and Oriental steamship Gaelic is scheduled to arrive here from San Francisco on Friday, the 21st.

instant. She will probably make port on Thursday evening, and will bring six days' later mail and newspaper files.

The Zealandia will take the next mail to the Coast, sailing hence on Friday or Saturday.

The Occidental and Oriental steamship Doric, due here from the Orient on Saturday, will probably make port on Friday afternoon. She will sail for San Francisco on Saturday, taking a mail.

On Tuesday next the Oceanic steamship Sierra is due from the Colonies.

The Ventura is scheduled to arrive here from San Francisco on the 25th instant.

The British ship Argus expects to get away for Portland today.

Schooner Vine has come off the marine railway and moved to the Railway wharf to take on sugar.

The ship Charles E. Moody begins to take on sugar for the Coast this morning.

Ship William H. Smith sails in ballast for the Sound on Saturday.

The Italian bark Emilia Crampa, Captain Jaccardo, sixty-three days from Callao, arrived in port yesterday.

Notes of the Navy.

Among the first and best results of the policy inaugurated by the Navy Department of carrying out the coast and harbor surveys of our newest possessions with officers of the Navy, under control and direction of the Hydrographic Office, says the Army and Navy Journal, are the charts recently received at the Navy Department of a complete survey of Hilo harbor. This is regarded as one of the finest pieces of survey work ever done by the Hydrographic Office. It is one of the first of the new series of charts which the Navy Department is making throughout the Philippines to replace the antiquated and erroneous charts which, up to the present time, have been a constant source of danger to our fleet operating in the archipelago. The inauguration of this work is being greeted with praise by seafaring men throughout the world.

The auditor of the Navy Department will be ready in about two weeks to make the first payments of bounty money to the officers and men who participated in the capture of the Spanish fleet in Manila Bay. It is stated by the auditor that the officers and men of the Olympia will be the first to receive their bounty money and the Baltimore will follow. The bounty and prize money growing out of the engagements off the coast of Cuba cannot yet be distributed owing to the fact that questions having a direct bearing upon the claims are still pending in the courts.

It is the announced intention of the Navy Department to re-establish the station of the South Pacific as soon as vessels are available for the duty, and the attention of Secretary Long has been directed to the value of such re-establishment in the interests of the entente cordial between the South American Republics and their great friend of the north.

Governor Seaton Schroeder of the Island of Guam reports to the Navy Department that the affairs of the island have again resumed their normal condition of peace and prosperity, following the grand upsetting caused by the hurricane of last October. This report bears the date of March 23, and reached Washington by way of Honolulu on a recent transport.

There seems to be no doubt in the minds of the officials of the War Department that all the volunteers still in the Philippines will have arrived in the States and been mustered out of the service by July 1. The Forty-seventh Regiment of Infantry and battalions of the Twenty-ninth and Thirty-eighth sailed on the Thomas, on May 28. The Ohio sailed May 29 with the Forty-second Regiment, and the Kilpatrick and Logan were scheduled to sail June 1 with the Forty-third and Forty-fourth Regiments and two battalions of the Thirty-eighth. The Grant was to sail from Apurri June 1 with the Forty-eighth Infantry and

two battalions of the Forty-ninth. This will dispose of all the volunteers remaining in the archipelago.

Four captains of the Navy have recently applied for retirement from active service under the provisions of the Personnel Act permitting retirement after forty years' service. These officers are Capt. Cipriano Andrade, George E. Ide, Oscar W. Ehrenholt and Robert E. Emery. Captain Andrade will retire on the 1st of July, Captain Ehrenholt in August and the others in September. As all of these officers come under the provision in the Personnel Act which provides that officers who have served forty years and who also served during the Civil War with a good record may be retired with the rank and three-fourths the sea pay of the next higher grade, they will be placed on the retired list as rear admirals.

Sixteen ironclad vessels have been struck off the active navy list of Great Britain during the past fiscal year, namely: Achilles, Agincourt, Audacious, Black Prince, Belleisle, Invincible, Iron Duke, Hydra, Minotaur, Nelson, Northampton, Neptune, Northumberland, Swiftsure, Triumph and Warrior. There still remain eighteen ironclads built from thirty to twenty years ago, the utility of which has ceased long ago, but which are still retained on the active list, as a part of their batteries consist of breechloading guns, while the sixteen vessels retired were armed solely with muzzle-loaders.

Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.
Spreckelsville, Maui, March 27, 1901.
WILDER'S STEAMSHIP COMPANY, -
Agents John A. Roebeling's Sons Co.
Honolulu.

Gentlemen: Yours of March 25th re catalogue of ship chandlery goods has been received.

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We shall certainly bear in mind your stock of goods whenever we need anything in your line.

Very truly,
(Signed) W. J. LOWRIE,
Manager.

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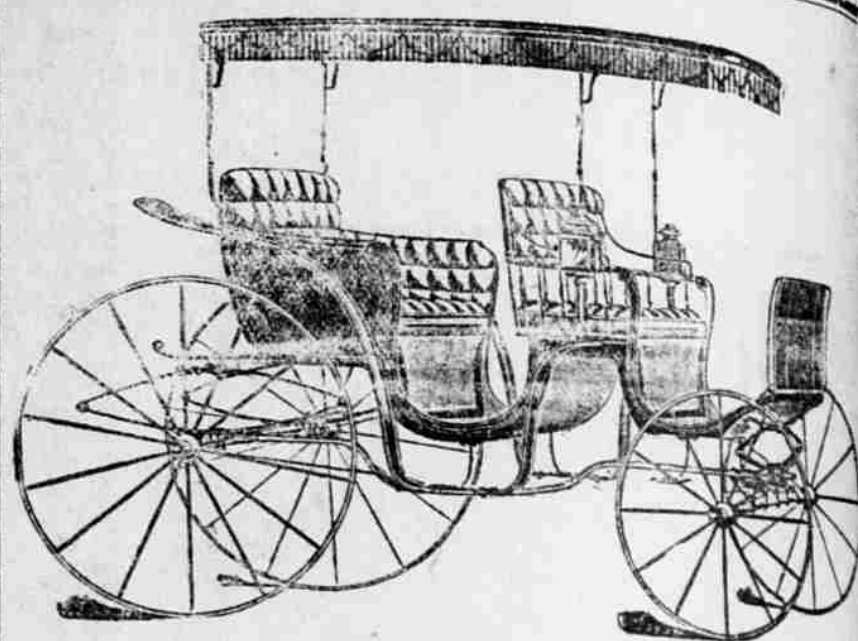
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